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NIGHT EDITION

FEW ACTS OF VIOLENCE.

Soldiers and Police Had Little Difficulty in Dispersing Crowds.

17 OUT OF 48 LINES OPEN.

Three More Began Operations To-day, but the Same Number Were Disabled by Cut Wires.

SOME LINEMEN OUT, OTHERS WORKING.

Norton Says It Would Cost \$50,000 a Year to Meet the Men's Demands--Carney Dead.

Up to 5 o'clock this evening the eleventh day of the trolley road strike in Brooklyn was unmarked by any scene of great violence.

Crowds gathered at various points were easily dispersed. In only one instance the soldiers were compelled to resort to a bayonet charge.

There were 237 lines in operation on the various lines not completely tied up in Brooklyn to-day. The normal number for the same hour on these lines is 567, more than twice the number in use.

Altogether there are seventeen lines in working order, thirty-one less than the usual number. The forty-eight roads combined have a total of about 1,300 cars.

The first cars since the tie-up of the Greenpoint and Myrtle avenue and the crostown roads left the stables on Franklin street, between Green and Freeman streets, Greenpoint, about 9 o'clock this morning. Ten cars were run out under three-minute headway.

No soldiers were present. Police Capt. Rhodes, of the Seventh Precinct, had 106 men stationed about the stables and on Franklin street. Some attempts were made to obstruct the tracks, and in one case the police had to charge on a crowd.

Fifteen cars were started without trouble over the Flushing and Graham avenue line this afternoon.

In a lengthy typewritten statement President Norton, of the Atlantic Avenue Railroad Company, reviews the strike and its cause, from the Company's standpoint. Among other things, it cites that, had the demands of the men been acceded to, it would have decreased the present profits of the Company by \$50,000 per year. In the interest of the stockholders, he says, he refused the demands.

Wires were cut at several points during the night. The most serious break was in the neighborhood of the Ninth

avenue depot at Twentieth street, where three lines start from. They are the Seventh avenue, Fifteenth street and Vanderbilt avenue routes. Up to noon the breaks had not been repaired, and not a car had started.

A feed wire on Troy avenue, near Atlantic avenue, was cut during the night. This is the same wire which was cut the night before near the same place.

On Ralph avenue the wires were also cut and pieces removed. Another method was to attach ropes to the wires and wrap them closely around the wires, making it impossible for a trolley to run against them. Bonfires were also built on the tracks, making serious obstacles.

The linemen are said to be out on strike, yet in some places broken wires were repaired by recognized union men. In other cases, however, linemen failed to report for duty as usual.

Although it is claimed by the railroad people that their repair forces have been recruited by new men, it is evident that at least 200 linemen are out. A number of men have been secured from other cities, and are being shunted about town in wagons to make an appearance of a great force of linemen.

It was said that linemen in the employ of the Fire Department were seen repairing the wires of the Third avenue line, and that one of the workmen had acknowledged having been detailed to that duty. Chief Engineer Dale denies the story, and says the men were repairing department wires which run over the trolley poles.

Thomas Carney, the roofer, who was shot on a housetop by a member of Company K, Thirtieth Regiment, yesterday, died in the Long Island College Hospital this morning.

Assemblyman Friday has introduced a bill providing for the appointment of bi-partisan boards of Electrical Examiners for all cities of the first class. No salaries; expenses paid.

The Majors are to appoint the men

whose duty it will be to examine and license motormen. Fee for examining 50 cents.

Two inspectors are to be appointed at a salary of \$1,200, to examine all lines and cars. No company is to employ any but licensed men.

Two women boarded a car on Fifth avenue, held pistols to the heads of the conductor and motorman and forced them to leave the car.

Then, as the women jumped off, a man turned on the power and sent the car running wild. It was stopped in time to prevent a collision with a buggy in which two ladies were seated.

When asked for an opinion regarding the strike situation this afternoon, Master Workman Connolly refused to talk until after the conference of leaders, which will be held later in the day.

SEVENTEEN LINES RUNNING.

On Ordinary Occasions There Are 48 Roads in Use.

Up to 5 o'clock to-day cars were running on the various lines as follows:

BROOKLYN HEIGHTS	
Cars running.	Normal.
Myrtle avenue.....	20
Gates avenue.....	20
Pittman avenue.....	20
Court street.....	13
Flatbush avenue.....	20
Pulton street.....	25
Greenpoint.....	11
Craven.....	9
Flushing avenue.....	15
ATLANTIC AVENUE SYSTEM	
Fifth avenue line.....	22
Hicks street line.....	12
Butler street line.....	5
Third avenue.....	16
BROOKLYN, QUEENS COUNTY AND SUBURBS	
Brooklyn.....	20
Sumner avenue.....	4
Ralph avenue.....	4
Reid avenue.....	4
Total.....	208

SUMMARY.
Number of lines in use to-day..... 17
Normal number operated..... 48
Total number of cars..... 1,300
No cars are running on Ninth avenue, Seventh avenue or Fifteenth street lines.

STARTED A WILD CAR.

Women First Seared the Crew Off with Pistols.

At Thirtieth street and Fifth avenue this morning two women stood on the corner of the streets and around them stood a crowd of strikers.

As a Fifth avenue car passed the women hailed it and it stopped for them. The car was immediately surrounded by the men and the women boarded it. They then drew pistols from under their shawls and ordered the conductor and motorman to stop work. The men leaped from the car and left the invaders in possession.

One of the strikers then started the car and left the brake off. He jumped off before the car had gained much headway.

When the car passed the stables at Twenty-fourth street and Fifth avenue it was travelling at a high rate of speed. One of the men standing there noticed that the car was running wild, and

SOLDIERS HAVE EVEN THE BEST OF THE SALOONS.

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jumped aboard the rear platform and soon had it a standstill.

It was brought to a halt just in time to avoid a collision with a buggy, in which two ladies were riding.

Another gang of strikers attempted to pull the motorman off the platform, but he fought to gain control of the car. He was very roughly treated in the scrimmage and had his jaw broken.

ANOTHER BAYONET CHARGE.

Lively Row on Third Avenue--Other Outbreaks.

The police and militia had a lively set-to with a mob of strikers and their sympathizers in the vicinity of the old transfer depot at Third avenue and Twenty-fifth street, at noon today.

The large military force was withdrawn from this point this morning, and only a handful of soldiers remained. The crowd began gathering shortly after they had departed, and amused themselves by jeering at the soldiers.

At 11 o'clock there were fully 700 persons in the mob. Suddenly somebody in the crowd hurled a stone, striking a policeman, another stone followed, and the police and militia started after the crowd at full speed.

The police jabbed them with their sticks and the militia used their bayonets. Nobody was injured, but the police arrested John Tighe, twenty-six, of 28 Twentieth street; Charles Burke, nineteen, 318 Twentieth street, and Stephen Gannon, twenty-five, of 641 Myrtle avenue.

Some of the mob tried to rescue the prisoners, and the officers had a hand-to-hand conflict with them before they got their prisoners free of the crowd.

Excitement was caused at Myrtle avenue and Bridge street shortly after noon to-day by the delay of a Greenpoint car which was surrounded by a crowd of 50 people.

Paul Chesacrola, eighteen years old, of Lawrence street, threw a stone at the car, shattering the window and narrowly missing the head of one of the passengers inside. Policeman Connolly arrested Chesacrola and took him to the Adams street station, where he was locked up.

The motorman and conductor refused to go on until Policeman Connolly released the man, and a crowd gathered that the police had to disperse it.

At 9 o'clock this morning a Court street car was stoned at Hamilton and Court streets. Several women in the car were so badly frightened that they got off. Small crowds of men were dispersed by the police.

The Broadway line ran a car during the night as far as Cypress Hills, but when it came back it was badly damaged, having been smashed with stones. It was announced this morning that

School Was Just Out When the 13th Marched Through Hicks Street and the Children Fled Before the Guns.

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neither the Union Avenue nor Bushwick Avenue line would be started to-day. A crowd run through districts in which the police expect trouble when cars are first started.

A Green motorman at the Bergen street depot tried last night to leave the stables after work was over. A crowd of strikers and sympathizers was known to be waiting for non-union men outside. He put on an old army overcoat and cap and started down Albany avenue on his way home.

He had hardly left the last picket when he was attacked and severely beaten by a mob. He ran back to the depot and stayed all night.

At 10:30 o'clock this morning a Gates avenue car was stalled on Gates avenue, near Hamburg avenue, by a mob of about 200 people.

The police were unable to drive the crowd back, and word was sent to Capt. Kitzer, who arrived on the scene with a squad of mounted men. The crowd was driven down the side streets.

Before the police arrived the strikers had induced the motorman to throw away his brake handle. Another was soon obtained and the car went on its way.

A car containing non-union men on its way to the depot at Fifty-ninth street and Third avenue, was attacked by a crowd of about 700 people at Twenty-fifth street, just before noon. The police and soldiers charged on the mob and arrested some of the ringleaders.

A report was received at Police Headquarters this morning that a mob had gathered on Bergen street, near New York avenue, and was tearing down the trolley wires.

Troop A was sent out, and found a crowd of perhaps fifteen men were at work on the wires. The soldiers riding down upon them they scattered in all directions, leaving their ropes and other implements behind.

About 10 o'clock several men, supposed to be strikers, placed a heavy pole across Myrtle avenue, near Hickub avenue. A dozen policemen were sent down from Ridgewood to the scene. The obstruction was removed in the presence of a crowd of men and women who lined either side of the street.

Very little demonstration was made, but one man, crossing the street, stepped quickly to the front platform of the car, snatched the lever from the hand of the motorman and made off with it.

Capt. Nesbitt, of Company B, Seventh Regiment, suffers severely from a scald on the left side of his head and face, caused by some one from the upper window of a house pouring hot water upon him last Monday.

SHOT TOWARDS THE WOMAN.

Window Cleaner on Myrtle Avenue Warned to Get In.

As the Myrtle avenue line was being

opened up this morning an old woman, living between Adelphi street and Cermont avenue, decided to wash the front windows of her flat.

The soldiers on duty saw her at work and called to her to go in. She did not understand what the soldiers wanted her to do and went on with her washing. One of the men shot in her direction.

A nearby window was broken, and the woman leaped into the room and closed the window.

STOPPED BY SHOTS.

Policemen Bring Three Stone-Throwers to a Halt.

Louis Roth, of 101 Broadway; James Connolly, of 10 Herburn street, and George Starkey, of 74 North Sixth street, were standing on the corner of Broadway and Lorimer street at 1 o'clock when a cross-town car passed. They threw stones at it, one of which, thrown by Roth, knocked off the motorman's hat.

The policemen jumped off the car and went in pursuit of the men. When they ordered them to stop they refused to do so, and the policemen fired four shots after them, which brought the fugitives.

(Continued on Second Page.)

For racing, entries and other sporting news see sixth page.

TOOK A SHOT AT YOUNG RUFFERT.

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JUDGE GAYNOR STRIKES.

Orders a Writ of Mandamus Against the Brooklyn Heights Company.

MUST RUN CARS OR FORFEIT

It Has No Legal Right, He Says, to Stop Traffic Even for an Hour.

Col. Appleton of the Seventh on Duty.

(From a photograph taken at Halsey Street Depot.)

Judge Gaynor this morning handed down an order directing that a mandamus should be issued directing the Brooklyn Heights Company to operate all their cars on all their lines or else show cause why their charter should not be forfeited.

The application was made yesterday by John Loader, a Fulton street business man, who complained that his business was injured because the cars were not run.

Col. Appleton of the Seventh on Duty. (From a photograph taken at Halsey Street Depot.)

The decision in full is as follows: It is my duty to declare the law of this case. This railroad corporation is not in a position of a mere private individual or company carrying on business for private gain, which may suspend business temporarily or permanently at pleasure. On the contrary, it has a dual relationship to the public, as the agent of the State and as a stockholder.

It may seem to be forgotten here, though it may seem to be growing dim, that in its chief aspect it is a public corporation having duties to perform to the public which transcend any obligation which it may have to its stockholders. It has received franchises of great value from the State, and has conferred upon it the State's transcendent power of eminent domain.

In return for these franchises the performance of public duties and functions, in the performance of which it is in law and in fact not an independent individual, or entity, but the accountable agent of the State.

Though these principles are old and inherent in the idea of the sovereignty of the people, it would seem that to the recent rapid growth of corporate power, and of the tendency to use public franchises for the aggrandizement of individuals first, and for the service and benefit of the public second, they have come to be somewhat overlooked.

They have often been declared by the higher courts of the United States. Chief Justice of the Supreme Court, Mr. Chief Justice, in the case of *Pollock v. Farmers' Loan and Trust Co.*, 157 U. S. 429, 14 Sup. Ct. 859, 39 L. Ed. 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 5